

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
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RAILFUN TIMETABLE

Presentation: The Why and How of the NMRA's Achievement Program

By Peter Watson, MMR

8 PM Friday, May 13, 2016, Cambridge School of Weston

Come listen to HUB members who are active in the NMRA Achievement Program talk about why they got involved and how it has helped them with their modeling goals. There will be a display and discussion of award-winning models and modules, followed by a Question-and-Answer session with the presenters.

Please Note: The May, 2016 Railfun has been moved up a week, to Friday, May 13 to avoid a conflict with the Port City Rails convention in Saint John, New Brunswick, where the module group will be displaying.

Presentation: Modeling with a 3D Printer

By Fay Chin

8 PM Friday, June 17, 2016, Cambridge School of Weston

This presentation will start with an introduction to modeling with a 3D printer and finish with a look into the advanced design of models using 3D software. The presentation will cover the basic 3D printer for beginners, equipment cost, SketchUp (a free 3D Computer Aided Design [CAD] software program), designing models, building techniques, a tutorial and file sharing. Fay will also bring several examples of animated models that were created with a 3D printer.

Fay has been modeling trains for over 40 years in N and G scale, is a founding member of the Northeast N-TRAK group and is currently modeling a T-TRAK layout (N Scale Table-Top modular railroading). Fay's T-TRAK layout was on display at December's New England Model Train Expo in Marlborough.

Welcome and Season Opener

By HUB Division Members

8 PM Friday, September 23, 2016, Cambridge School of Weston

To kick off a new year of RAILFUN events, and to welcome everyone back from our summer break, we are going to hold a show-and-tell night where you will have an opportunity to hear what members have done over the summer and what future plans members have. Come show your work with actual models, dioramas or photographs of your layout. Email Andy Reynolds at Railfun.coordinator@hubdiv.org.

Subsequent RAILFUN sessions will be part of a hands-on diorama series for which Andy has a number of clinicians lined up to present. It should be fun.

Please Note: The September, 2016 Railfun has been moved back a week, to Friday, September 23 to avoid a conflict with the NER - *The Pacemaker* convention in Albany, New York.

Donated Locomotives for Sale at the May and June Railfun Nights, See Page 8.

The map to Cambridge School of Weston appears on page 10.



Dinner on the Conway Scenic Railroad

Saturday, June 25, 2016

The HUB Division has arranged a ride in the 47-passenger Dining Car Chocorua on the Conway Scenic Railroad. Cost will be \$68.50 per person including meal, train ride, tax and gratuity. Beverage service is not included.

Flyer and registration form available at the HUB website. See the flyer link on the Calendar page. Registration deadline is May 25, 2016. Contact Manny Escobar at 781-718-5693 or spdg@msn.com with any questions.

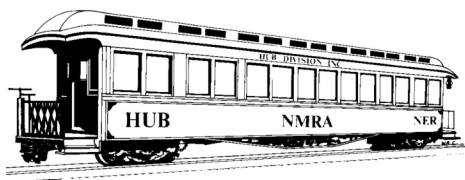
Lodging will be at the Green Granite Inn, 1515 White Mountain Highway, North Conway, NH. Rooms are \$99.00 per night plus tax. To book, call 603-356-6901 and mention "HUB Division."

Pursuing the AP Certificate in Prototype Modeling - Part 1

By Russ Norris

For the last several years I have been working on the NMRA Achievement Program, earning certificates for Author, Electrical, Structures, and Scenery. In the fall of 2015, I decided to pursue the AP certificate for Master Builder, Prototype Models - the newest in the Achievement Program, if you can call 1987 new. This certificate goes beyond Master Builder - Scenery, which calls for creating scenery in a prototypical manner, and judges how well one creates a specific prototype scene in miniature.

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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, what I hope will be the Spring's last snow is melting outside. Alas, it made driving difficult the morning of our Spring TRAINing show for both organizers and attendees.

Since my last column, the seasonal peak of HUB activities has come and gone. The NEMTE was a success, and my sincere thanks goes to all whose volunteer effort, experience and wisdom made it happen. The module group put on good shows at Wilmington, Marlborough, Lexington, Wenham and West Springfield. More HUB volunteer effort made our Holiday Party a fun, friendly, festivity. Our Spring TRAINing clinics were well attended despite the weather.

Speaking of Spring TRAINing, I'd like to thank all four candidates who ran for the HUB's three open Board of Directors seats, particularly Rick Murray. Our Bylaws require us to present a choice to members, rather than a slate to vote for, and simply running for office is an important bit of volunteerism.

Coming up, May's Railfun is a week earlier than usual due to the Module Group's trip to Saint John, New Brunswick

on the regular weekend. It will focus on the why and how of the NMRA's Achievement Program. On June 17, Fay Chin will present "Modeling With 3D Printers."

This month, I'm traveling and having a good time meeting fellow model railroaders.

Model railroading can be a solitary hobby. Building models or working on the layout can be a calm oasis, a refuge from social pressures or the demands of work, a private world where the modeler sets both the standards and the schedule.

Lone-wolf modelers must be self-reliant; they may base their work on magazines, internet sites or advice from people they meet at hobby shops, but they must own the tools and master the techniques themselves. They may be unprepared for or uninterested in comments from others, much less kidding about 'playing with trains'.

But model railroading needn't be solitary. In a world with extreme sports, 'Pumpkin Chunkin' and video games, our hobby doesn't need to be hidden from neighbors and co-workers. In fact, if anyone in the HUB territory didn't know about the hobby, they probably found out when Rod Stewart came to visit George Sellios; The Boston Globe published stories about it on six consecutive days.

And there's a lot to be gained from being a gregarious model railroader: help handling heavy benchwork or awkward pieces of backdrop; an appreciative audience of neighbors, friends and kids when you show your layout; advice on hard-to-undo projects like developing a track plan or pouring 'water' in a river or harbor; bor-

rowing or lending a static grass applicator; and help in making a larger layout 'come alive' with multiple trains or formal operations.

Many of us in the NMRA are members because we're gregarious: Sharing a modular layout with friends gets your trains running sooner, with a lot less impact on your home, budget and free time. Sharing experiences with modeling techniques and materials at a Railfun Night can get projects completed sooner, with less frustration.

To support our organization and the hobby, be ready with a warm welcome for lone-wolf modelers whose circumstances change. Above all, remember 'Model Railroading is Fun' and 'It's Your Railroad.' Each of us sees the hobby and people's work differently; one of the best parts of becoming friends with another modeler is learning about their goals and how their work expresses them.

Email me at president@hubdiv.org, call me at 603 394 7832 or catch me at a Hub event if there's something on your mind about the HUB or its activities.

Until next time, High Green!

2016 Election Results

The following members were elected to 3-year terms on the HUB Division Board of Directors:

Andy Reynolds

Peter Watson

Russ Norris

HUB Division Calendar of Events (Subject to Change)

2016

May 13 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 19-22 (Thu-Sun)	HUB Modular Railroad display at Port City Rails, Saint John, New Brunswick, Canada
Jun 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 18 (Sat)	Operating Session on the SJR&P Railroad, 1 PM, Chelmsford, MA
Jun 25 (Sat)	HUB-Sponsored Dinner Train on the Conway Scenic Railroad, North Conway, NH
Jul 3-10 (Sun-Sun)	2016 NMRA National Convention, Indianapolis, IN
Jul 15 (Fri)	Submissions deadline for the HUB Headlight Sep-Oct issue
Jul 17 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Sept 23 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Sept 15-18 (Thur-Sun)	2016 NER Convention "The Pacemaker," Albany, NY [www.hbdpacemaker.org]



Shanty Talk Spring Nostalgia

By Rudy Slovacek

In the spirit of Spring, I have decided a rebirth of my model railroading is in order. This year, I've already participated in several operating displays and have several more planned for the future including the trip to Saint John, which my wife and I thoroughly enjoyed last time. While I just finished a weathering clinic for diesels at the March Railfun, I also gave a more general weathering clinic covering freight cars and buildings at our Spring Training event on April 3rd. I am further scheduled to give a clinic on ALCOs at the National in Indianapolis on July 7th. Oh, did I mention I will also be bringing a module for displays at both the Saint John and Indianapolis shows? This spring and summer will also be extra busy as both my son's and daughter's families are expecting soon, making this grandchild 6 and 7. It never gets old. In fact, my sister, who now has my niece and her son living with her, has indicated she will be picking up the old American Flyer train board I made up for my boys when I first moved to the Boston Area. I don't use it anymore but the Flyer is virtually indestructible, like Lionel, and makes a good first train set for younger children. This 4x6 board has a couple turnouts, a crossing flasher and automatic uncoupler. Not exactly a Cadillac, but just enough to stir the imagination, and that is what it's all about, isn't it?

This is also the year I planned to get back to working toward a few AP certificates for my "Master Model Railroader." I spent Saturday afternoon adding some details to a scratch-built flat car I made over 40 years ago for my mythical Taconic Lumber Company. It was to be located in

the Taconic range between western Massachusetts and eastern New York. During my college years when a layout just was not practical, I focused my efforts on building cars. Using a craftsman wooden kit as a guide I scratch-built four boxcars then went on to construct four flat cars, a water tank car, a boom car, a maintenance car, a caboose and 33 log cars in various states of completion. A Prairie style 2-6-2 logging engine was kit-bashed from an old Tyco 2-6-2 and a Cary boiler casting with added details. I doubt that any of these will be taking any prize in modeling contests but, with a bit more added detail and some documentation, I hope to qualify for some merit awards towards my AP certificates. I'll keep you posted on that one.

The first weekend in April started with a bang and wound up in nostalgia as Mark Harlow, Skip Furlong and I traveled up north on Saturday to participate in "Railrun," the brainchild of the late HUB member Bill Borelli. Bill belonged to a group of local model railroad enthusiasts known as the B&M or "Broken and Mangled Society." They participated in round-robin operating sessions spent at regular intervals running trains on individual member's layouts on the north shore. Bill had the thought of opening this up to other model railroaders in the area once a year on a given weekend in early Spring. At the time Bill was part of a group of modelers who used the Dynatrol System, which allowed, I believe, up to 16 different locomotives to operate independently on the same track. This was one of the early forerunners to modern day Digital Command Control, and opened up tremendous operating possibilities for model railroaders. No longer did one need to be a wiring genius to construct dispatch panels with all types of rotary and toggle switches to control separate blocks. Rather, with two simple wires to the rails, one could focus now on the fun of operating a trains. It made it easier to engage in prototype activities like switching a yard, making up a train and handing it over to a local crew, with a different engine. They, in turn, could then perform the switching of local industries while passenger trains and through freights plied the main. Car cards became popular to track cars and a waybill inserted in the card pocket indicated the individual car destination. Now

train crews had actual work to do and it became a lot more fun to "operate." The rest, as they say, is history.

Bill was one of the first speakers that Larry Madson invited to talk at RailFun (not to be confused with "Railrun") night, an activity launched to provide HUB members with a monthly gathering of like-minded people interested in trains. Bill was so enthusiastic, as he described operations on his layout, that many of us thought we too would give it a chance. We signed up for Railrun and have been running ever since. On my first trip to Bill's layout, he had a problem with one of the boosters that wouldn't power a blocked section of the layout. While Bill struggled with the problem, people started leaving. I then suggested that as long as the current draw was not excessive, why not wire the single working booster to both blocks. It worked and we were off and running with an, albeit, smaller crew of operators. I was especially happy it worked; as a newcomer I did not come off looking like a blithering fool. Maybe I did have a thing to offer to the hobby

Lyle Sorenson, a friend of mine who I met through the Norfolk library, also had a Dynatrol to run his home layout and I even installed a controller in one of my Rutland RS-3 engines to run on his system. Lyle knew a lot about making realistic rock molds and scenery as well as weathering structures. I subsequently learned a lot about those techniques from him. Lyle went on to take over as Headlight editor from Bill and I started giving weathering clinics for rolling stock at Larry's Railfun nights. My involvement with the HUB division itself came earlier with the encouragement of Bob Blick who owned a train shop back then in 1985 and convinced me to join the module group and build a module to run trains. Not satisfied with the limited operating times of twice a year with the HUB, I built two end loops and then with Bob, Mark Harlow, Lyle, George Thompson, Jeff Turner and myself, we formed the Coastal Mountain Railroad module group with a linear layout. With each of our favorite railroads we managed to span the continent from coast-to-coast through the mountains. We informally chartered ourselves in 1996 and that little group slowly grew so that

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Building the Transfer Yard on the Manassas Gap Railroad

by James G. Kerkam

In 1851 the Virginia Board of Public Works approved an East/West railroad link from Manassas, VA, to Front Royal, VA. The line would connect the North/South main line of the Orange, Alexandria & Manassas Railroad to rail lines servicing the Shenandoah Valley. The new Manassas Gap Railroad would transport agricultural products from the valley and industrial products manufactured in Front Royal to eastern markets at Alexandria, VA, through its transfer yard at Manassas with the OA&M. The Manassas Gap Railroad was sold to the Baltimore & Ohio Railroad in 1867 and to the Southern System in 1896. Although the name is long gone, the line still operates as the "B" line of the Norfolk Southern along its original right-of-way, and still serves as an important east-west link.

My HO Manassas Gap Railroad reimagines the line as a successful, independent short line in 1918. The layout reinterprets 52 miles with stops at The Plains, Marshall, Rectortown, and passing through the Blue Ridge Mountains at Manassas Gap before arriving in Front Royal. The motive power is steam 4-4-0's and 4-6-0's. Heavy hauls are managed by a 2-6-0. Occasionally the Norfolk & Western will use the line for a special headed by an early 4-6-2 Pacific. Most of the box cars and reefers are 36 feet, and the Kimball-style coaches and baggage cars are 46 feet.

When I designed the original layout, I planned a single line (as is the prototype) with a reverse loop at each end - Manassas and Front Royal. I knew I wanted to build a yard on the Manassas end, but I did not consider a transfer yard at the time. I used John Armstrong's book *Track Planning for Realistic Operations* (Kalmbach Publishing) as a guide for the layout, and initially started with his

recommendations for a classification yard. I immediately ran into a problem with limited space. I knew I wanted to have an engine house and turntable within the reverse loop area. There would also be service tracks for coal and sand, maintenance-of-way, and a caboose track. All of which would cut down available space by over five feet. And there was the problem of how to switch into the yard. Also, in my early thinking was whether to work a "wye" into the Manassas area as in the prototype. There just wasn't enough room for everything!



View of the turntable and engine servicing facility with the west end of the yard in the distance.

Photo by Jim Kerkam

Two issues were resolved when I decided to build an additional 2x7-foot section on the Manassas end. The benchwork is at a right angle to the benchwork with the reverse loop. (See section marked "to Manassas & Alexandria, VA.") This gave me an opportunity to create a wye, and have the mainline pass behind the engine house and to the north (rear) of the yard. A curved switch would provide the access to the yard on the East end. The wye also provided a bypass to the south (front) of the yard. I now knew how to get into the yard and

bypass the yard, but didn't know just what kind of yard it would be.

For several years I had been clipping possible yard designs from Model Railroader magazine (Kalmbach Publishing), but most of them were too large for my space. With the reverse loop at Manassas on one end and a curve to transition onto other benchwork on the other end at The Plains, both 24" radii, the yard was turning out to be very small. Using all possible space, the yard would be only nine-feet in total length. I planned to use #6 Shinohara switches

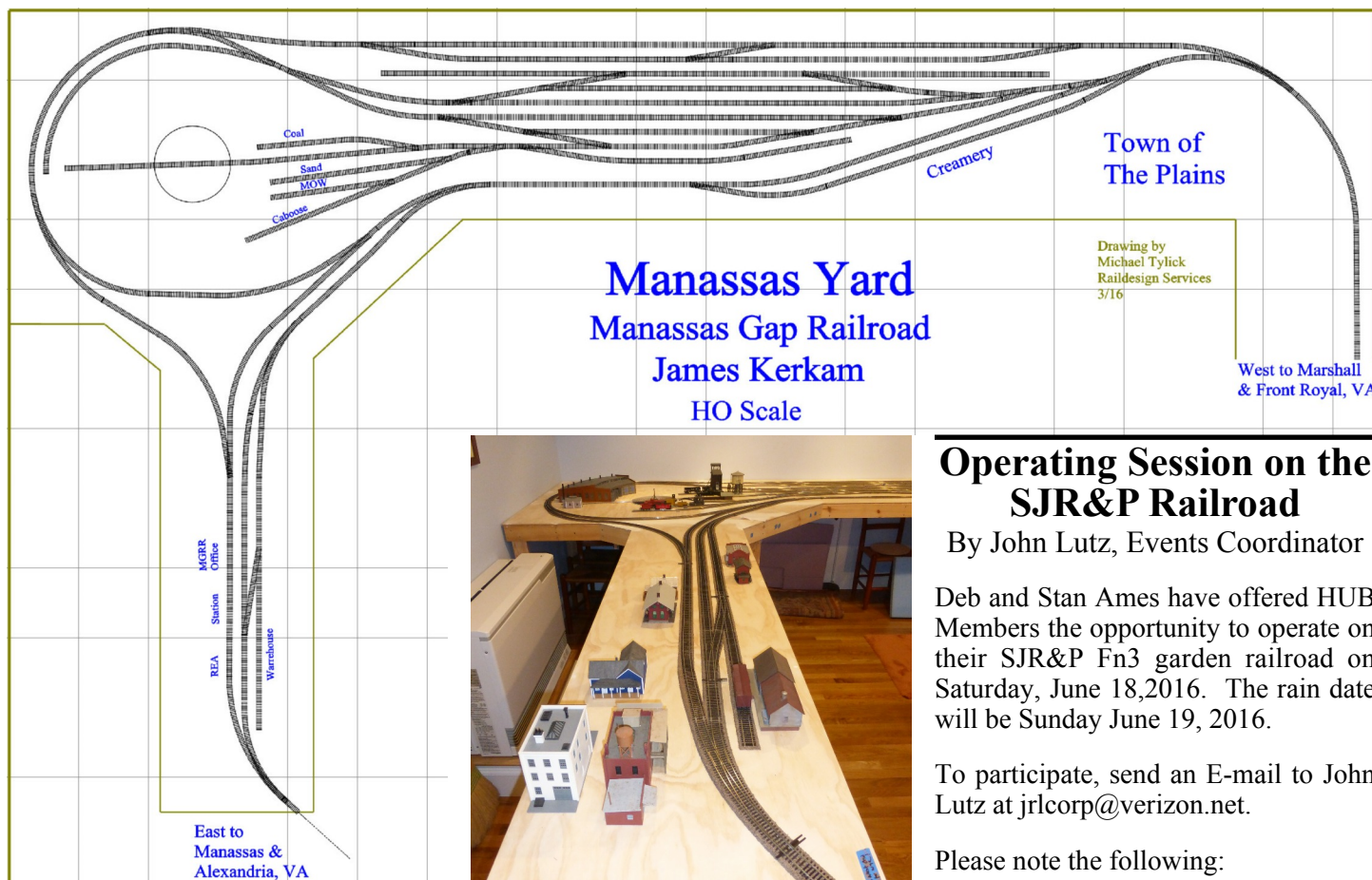
for the yard, but a traditional switch ladder would use a huge portion of the space. Could a compound switch configuration be used to save space? That seemed to help with the space issue, but a yard with stub sidings just didn't seem to work the way I envisioned. The existing transfer yard at Manassas, which can be seen on any satellite mapping program, suggested the possibility of having a yard that was accessible from either end. However that meant more switches using up more valuable real estate on the layout.

I had long been interested in a yard developed by Gerry Leone on his Bona Vista Railroad. He used Shinohara switches in a compound configuration at either end of the yard. After several emails with Gerry about his design and how the yard functioned, I tried working it into my layout. Gerry told me that he thought his yard was not long enough, and was substantially increasing the length on his new layout. My space was

shorter than his original, but it was all the space I had.

In my final plan, you will see that the yard mirrors itself from the center east/west tracks, forming a north and south section. Each section has an arrival/departure track, an assembly or break-up track, a run-around, and storage tracks. The team track runs behind the engine house or cars can be shuttled via the west end of the yard, as

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Building the Transfer Yard on the Manassas Gap Railroad

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well, without blocking the main line. The south section of the yard gives access to the engine facilities and service tracks. The layout does not have a staging area, so the yard must function as realistically as possible. Trains can be assembled on any of the four center east/west tracks, depending on availability. Two passenger sets of two- or three-cars can be temporarily stored on the siding at Manassas station, or on the yard storage tracks.

At this time, I have completed laying all track in the yard. The yard will be electrified through my NCE DCC system. The switches will be operated with Tortoise switch machines and controlled with Touch Toggles from Berrett Hill Shop.

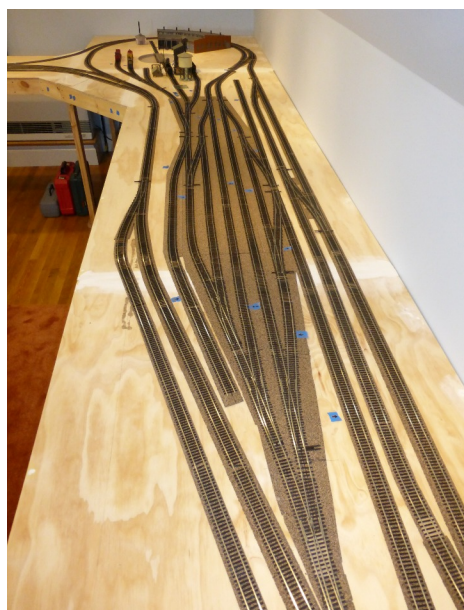
Many thanks to Gerry Leone, MMR, for sharing his experience in building the yard on his Bona Vista Railroad. And thanks to HUB members Dick Johannes



Above: View of the east end looking toward the turntable and the engine servicing facility.

Below: View of the west end looking toward the turntable and the engine servicing facility

Photos by Jim kerkam



for his suggestions on wiring; and Mike Tylick, MMR, for his suggestions on efficient use of the yard, and for his Cad Rail drawing of the "as-built" yard that accompanies this article.

Operating Session on the SJR&P Railroad

By John Lutz, Events Coordinator

Deb and Stan Ames have offered HUB Members the opportunity to operate on their SJR&P Fn3 garden railroad on Saturday, June 18, 2016. The rain date will be Sunday June 19, 2016.

To participate, send an E-mail to John Lutz at jrlcorp@verizon.net.

Please note the following:

- Your NMRA membership must be current.
- The op session will be limited to the first 25 HUB members who sign up.
- Arrive at Stan and Deb's house between 12:30 and 1:00 PM.
- Operations will start promptly at 1:00PM and go until 4:00PM.
- Please bring drinks or snacks to share.
- Stan and Deb's house is in Chelmsford, MA at 8 Higate Road.
- If you get lost on the way, Stan's phone number is (978) 256-3062.
- Call John Lutz at (978) 468-6648 if you have questions.

Shanty Talk

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we can still count some 19-odd alumni after the loss of our beloved Bill Powers. Now we can usually count on at least nine or 10 people to help at Springfield.

Ah, but enough nostalgia, my yard work beckons and I don't mean the railroad kind. This past winter's ice- and wind-storms have littered the lawn with branches. When this chore is finished, then I can look forward to retreating to my cool basement for some more model railroad time.

Pursuing the AP Certificate in Prototype Modeling - Part 1

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To qualify, one has to build a model of a prototype scene containing at least six models of prototype equipment and structures. At least four different types of models have to be represented:

- Rolling stock
- Railroad structures
- Caboose or passenger car
- Motive power

Any two of these six models have to be scratch-built; the rest must be super detailed. Finally, plans or photographs have to be provided to verify that the model faithfully represents the prototypical scene.

I chose to model a scene from the coal mining town of Robertsdale, Pennsylvania, the southern terminus of the East Broad Top narrow gauge railroad. The EBT operated as a common carrier from 1875 to 1956, followed by another 50-years as a tourist railroad. Specifically, I wanted to model the four railroad-owned and built structures in Robertsdale's Company Square: the company store, the railroad station, the old post office building and the Rockhill Iron and Coal Company office building. All four of these structures were clustered around the railroad crossing at Main Street. Three of them still stand; the company store was razed in the 1990s. In the following photo, the old post office building is on the left, with the station partially visible behind it. The coal company office building is on the right. The company store is not visible in this picture.



Photo 1 - Company Square

In addition to the elements cited above, the AP requires photographs comparing

the model to the prototype. Side by side pictures are encouraged, to show how the model reflects the original. Finally, a brief outline of the scene is required, along with a detailed description of the methods and materials used to build the model. While all this was a lot of work, it was also fun setting up photos that compared scenes from long ago with the model railroad in my home. Here is an overview of Company Square as it appears on my layout.



Photo 2 - Model of Company Square

The old post office is in the lower left corner. The company offices are in the stone building with brick trim in the lower right. Across the tracks can be seen the company store on the right and the depot in the center, partially blocked by EBT #14 pulling wooden boxcar 170. Behind them, EBT combine #14 is parked in front of the station. In order to fit the scene into the available space, Main Street had to curve more sharply to the left than in the prototype.

The Setting

By the early part of the 19th century, coal had been discovered on Broad Top Mountain in southern Huntingdon County. But the black diamonds were thirty miles from the nearest transportation system, the Pennsylvania Canal, making large-scale mining unprofitable. It wasn't until the 1870s that investors turned to railroads as a way of hauling the semi-bituminous coal deposits north to a junction with the Pennsylvania Railroad. The narrow gauge East Broad Top Railroad and Coal Company reached the coal fields in 1873. A new company town, Robertsdale, was established to house workers in the mines. The first structure to be built on the site was the company store, erected on the

western side of the EBT rails between 1874 and 1875. The store was eventually joined by three other company owned buildings: a stone block depot which also housed a track scale to weigh the hopper cars filled with Broad Top coal; a building housing the local post office and other businesses over the years; and an ornate office building that was headquarters for the railroad's parent corporation, the Rockhill Iron and Coal Company. On the following map, the EBT tracks curve through the center of town, roughly following the meandering path of Trough Creek. Where the tracks cross State Road 319 (Main Street) the Company Square buildings can be seen: the company store on the lower left, the depot across the street, the company offices across the tracks from the company store, and the old post office across Main Street from the company office building.

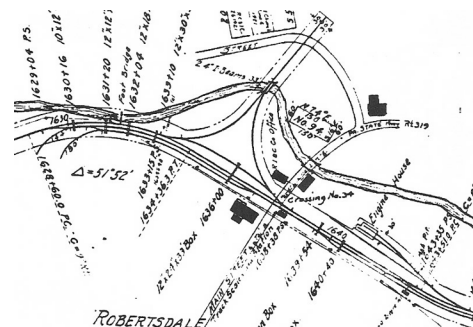


Photo 3 - Track Plan, Robertsdale, PA

The Company Store

One of the first buildings to be constructed in Robertsdale was the company store, constructed between 1874 and 1875. The store was demolished in 1997. While the miners and townsfolk referred to it as a "company store," in fact the store was never operated by the railroad or coal company because Pennsylvania law prohibited coal companies from operating their own stores. In order to get around the law, the coal company leased the store to a merchant who then paid the coal company a percentage of the profits.

Construction of the original sandstone block building was completed in the fall of 1875 following the completion of the railroad from Mount Union to Roberts-

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Pursuing the AP Certificate in Prototype Modeling - Part 1

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dale the previous year. Specializing in the sale of mining tools, black powder and other items used in area mines, the store also carried a wide range of general merchandise, ranging from clothing, hardware and food to candy and toys for the children. Here is a picture of the store as it appeared in the 1950s.



Photo 4 - company Store in 1950

No model of Robertsdale would be complete without including this imposing stone structure, which stood at the center of town for more than a century. But there exists no commercial kit for the building, and it was clear from the beginning it would have to be scratch built. Fortunately, the Huntingdon County Heritage Committee had approved an Endangered Historic Building Study of the company store in 1995, copies of which were still available from the County Building Commission. Also, a series of articles based on this study appeared in the *Timber Transfer*, a publication of the Friends of the East Broad Top (FEBT) in 1995, so there was ample information available, including a complete set of plans on which to base an accurate model.

The first step in constructing this interesting building was to convert the drawings to HO scale. Once the plans were drawn up on graph paper, the next step was to find windows and doors from Tichy and other sources that closely matched the originals. It wasn't possible to find an exact match in every case, and in those instances the modeler's rule of "close enough" produced a reasonable facsimile. The walls were then cut from a sheet of 1/16 inch styrene and the window and door openings cut out.

For the sandstone block walls I used a new product from Micro-Mark – self-adhesive papers printed with a special process that raises the surface of each individual stone above the "mortar lines." I used cut stone papers for the walls and gray shingles that resembled slate for the roof. The west wing was roofed with Evergreen #4522 standing seam roofing painted a zinc chromate color to match the original.



Photo 5 - Company Store Model

Robertsdale Station

Robertsdale station is the only building in Company Square that I did not scratch build. The one-story prototype was constructed from the same molded concrete blocks used in many other EBT buildings, including the Mount Union engine house, the old Robertsdale post office, and the coal company office building. The Friends of the East Broad Top have purchased the building and restored it as a museum. The EBT tracks passed to the left of the structure in this recent photograph. An operator stood in the bay window facing the tracks to operate the scales.



Photo 6 - Robertsdale Station (2015)

The Friends of the East Broad Top (FEBT) offer a kit for building the station. The FEBT kit comes with printed paper stone blocks, which the modeler is instructed to glue on card-stock walls. But the FEBT also offers sheets of cast stone blocks that are

identical to those used on the original. One could use the paper walls as templates to cut out the resin block sheets and use these for the walls. However, I learned that Craig Williams, a fellow member of the FEBT, had used the stone block sheets to cast a complete set of the station walls, complete with all window and door openings. I opted to use this "semi kit" to construct my model of the Robertsdale station. The roof provided in the FEBT kit was also paper, designed to be folded into the shape of the station's distinct hip roof. I chose to replace the paper roof with the same Evergreen standing seam roofing (#4522) that I used on the Company Store. The new roof gave the station a much more realistic appearance. The roof was also painted a zinc chromate red.

One of the interesting details on this structure is the operating order board on the station roof. The order board has paddles that show either red (for stop) or white (for all clear), as well as a lamp on the top of the signal with red and green jewels. For additional realism, I added details to the bay window where the scale operator worked. I reduced a photo of the EBT dispatcher's office at Orbisonia station, glued it to a small piece of sheet styrene, and inserted it half an inch behind the station windows. A scale figure was added between the windows and the office background, giving the operator an appropriate workplace. Here is a photo of the Robertsdale station in my prototype scene.



Photo 7 - Robertsdale Station Model

That's it for the first installment of my article. In the next installment, I'll continue detailing the buildings that make up the company square. A third installment will detail how I compared the prototype and models to meet the AP requirements.

HUB Division Public Relations Director

by James Van Bokkelen

Our current PR Director Tim Garner is stepping down due to increased work load and other personal reasons. Tim has done a great job for the Division handling our PR needs and we wish him well in the future.

This leaves us with a need to find a replacement for Tim. The PR Director produces flyers for our shows and activities, sends notifications to the various trade publications about our activities, and in general helps us spread the word about what we are doing.

If you are interested in helping the Division in this area, please let president James Van Bokkelen know. He can be contacted at president@hubdiv.org.

HUB Summer Picnic

Sunday, July 17, 2016

The Summer Picnic will be held at Waushakum Live Steamers in Holliston, MA, on Sunday, July 17 (rain or shine) from 11AM to 2PM. Visit www.waushakumlivesteamers.org. More information will be emailed, or look for further details on the HUB website and Facebook page.



Photograph by Peter Watson

Donated Locos for Sale at Railfun

by Dan Fretz

At the Expo Show in December, it was decided that some quality, new, in-the-box, donated DC locomotives would be set aside to provide our members the opportunity to purchase them at Railfun. These diesel locos are painted for local and regional railroads that we thought might be of interest. Most of the engines are priced at \$35, but some are less. These will be available for sale, Cash Only, at the May Railfun. I will be there early to sell them before Railfun starts and at intermission. If any are left after the May meeting, I'll do the same in June.

SpringTRAINing

Layouts with plenty of Headroom

The atrium of the Embassy Suites in Waltham provided for a unique 7-story space for the display layouts. A lot more headroom than the usual basement.

New Members

The HUB Division welcomes the following new members

- Paul Fenner, Amesbury
- Fred Loche, Carver
- George Ordway, Everett
- Al Neefe, Groton
- Mike Dolan, Hanson
- Avram Baskin, Lexington
- Tom Bauas, Medway
- Tom Wemett, Orange
- Genny Morley, Orange
- Steven Winship, Salem
- Kathleen Conant, Saugus
- William Beskalo, Shirley
- Daniel R. McEleny, S. Weymouth



Seacoast Division Activities

Derry Model Railroad Fun Night

- May 13th

Meetings are Friday nights at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH.



Upper left photo, the three display layouts in the atrium: MaiNe Track lower left, HUB modular top and T-Trak lower right.

Lower left photo: Overhead view of the HUB modular layout.

Right photo: T-Trak modular layout by Fay Chin. See his 3D printing RAILFUN session in June.

Photos by Bill Barry

SpringTRAINing - Volunteers Make It Happen

By Bill Barry

I would like to thank all of those members that helped out at the Spring TRAINing show. Without your help our shows couldn't happen. Thank You!



Left: Dan Fretz diligently keeping tabs on the HUB raffle table.

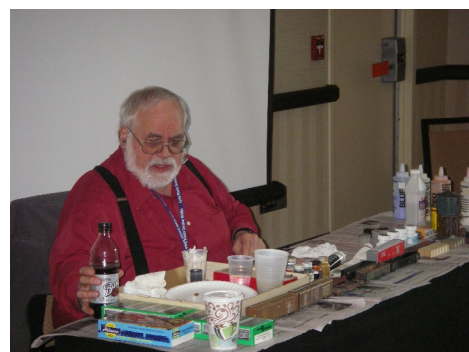
Photo by Bill Barry

Middle: John Steffann, Jack Corcoran and Jim Kubat man the admission table.

Top Right: Dan Temple and Art Ellis keep the HUB modular layout running while the Rosens' Thomas and Henry engines pull trains.

Lower Right: Rudy Slovacek giving his Multi-Purpose Weathering Techniques.

Photos by James Van Bokkelen



Order Form - HUB Division Apparel

Short Sleeve Polo Shirt, T-Shirt & Sweatshirt Available Sizes S M L XL 2XL 3XL

Short Sleeve Polo Shirts - Sport Grey color with HUB Division Logo - \$30.00 each

Size: _____ Quantity: _____ Amount \$ _____
 Circle ONE Men's Women's Pocket No Pocket
 Name on Shirt _____

Sweatshirt - Sport Grey color with HUB Division Logo

7.8oz Weight **\$20.00 each** Size: _____ Quantity: _____ Amount \$ _____

9.3oz Weight **\$25.00 each** Size: _____ Quantity: _____ Amount \$ _____

Name on Shirt _____

T-Shirts - Sport Grey color with HUB Division Logo - \$18.00 each

Size: _____ Quantity: _____ Amount \$ _____
 Circle ONE Pocket No Pocket
 Name on Shirt _____

Long Sleeve Button Down Shirt - Dark Grey color with HUB Division Logo

Small to XL **\$35.00 each** Size: _____ Quantity: _____ Amount \$ _____

2XL to 5XL **\$40.00 each** Size: _____ Quantity: _____ Amount \$ _____

Circle ONE Men's Pocket No Pocket Women's (No Pocket Only)
 Name on Shirt _____

— (If you wish to have it mailed to you, add \$5.95) — Shipping \$ _____

Total Check (Payable to The HUB Division, Inc.) Amount \$ _____

Your name: _____

Phone or email: _____

Mail to:

**Gerald Covino, Treasurer
 The HUB Division, Inc.
 P.O. Box 672
 Hollis, NH 03049-0672**

Orders must be received by Oct. 1, Jan. 1 or Apr. 1. You will be contacted if there are any questions with your order and you will be notified when your order arrives. People may pick up their orders at RAILFUN meetings or shows to avoid the additional mailing costs. **If you request mailing, please provide your mailing address.**

To purchase using your credit card, email your order to Treasurer@hubdiv.org and an electronic invoice will be sent to you.

HUB Headlight

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May - June, 2016

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(508) 429-1467 (leave message)

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Headlight Printers

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Directions to Railfun Meetings

Railfun is usually held at the Cambridge School of Weston (CSW) in Classroom G6 on the second floor of the George Cohan Building. The school is located at 45 Georgian Road, Weston, MA 02493.

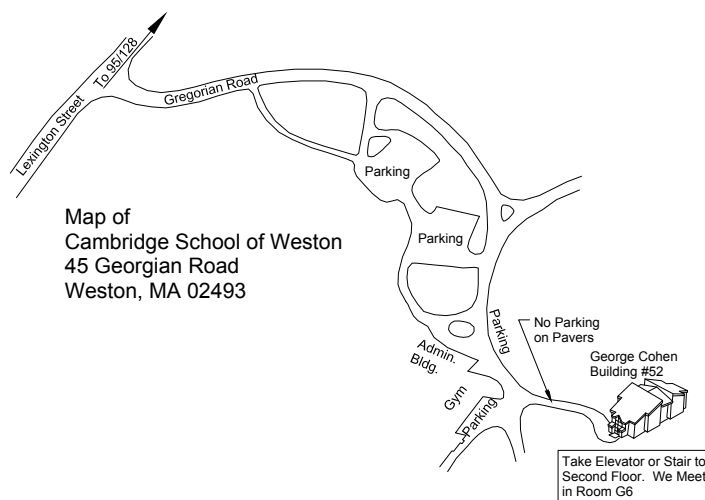
From Route 128 / Interstate 95:

From the North, take Exit 27B towards Winter Street.

From the South, take Exit 27A-B for Third Avenue toward Totten Pond Road/Waltham. Take Exit 27B towards "Winter Street" Bear right onto Wyman Street and continue to the traffic light. Take a right onto Winter Street at the light.

Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

Follow Georgian Road. There is a parking lot on your right, or you can park along the left side of the road and down the hill by the gymnasium. Please do not park on the stone pavers leading to the Cohen Building. See detail map below.



RAILFUN Weather / School Closure Note:

If the school is closed, we will NOT have Railfun that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on **TV Channels 4, 5 and 7**. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early **on the morning of Railfun!** You can also check www.hubdiv.org and we plan to post notices on **Facebook** and **Twitter**.

First Line
2nd Line
3rd Line

[illegible]

NAME _____
STREET _____
CITY _____ ST _____ ZIP _____

Mail to: Gerry Covino, Treasurer
The HUB Division, Inc.
P.O. Box 672
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